Guardsman. The Washington correspondent of the Cleve-

land Leader writes: -"Down at the old Virginia city of Alexandria I saw, not long ago, a faded flag of white silk, fringed, well-worn with mould and rain, bearing an old-fashioned device o a soldier holding in one hand a flery horse and with the other receiving from the genius of liberty, who sits beside the American eagle, a streamer bearing the motto, 'Conquer or die!' This was the original standard of the Life-Guard of General George Washington, commanded by Captain (afterwards General) William Colfax, the grandfather of Schuyler Colfax, candidate for the Vice-Presidency of the United States. The old man died in 1838, when the present Speaker of the House of Representatives was fifteen years old, and the latter's recollection of his distinguished ancestor is vivid and en-

"Mrs. Matthews, Colfax's mother, recalls as If it were yesterday the time when she entered the General's family as the wife of his son. He was a hale and handsome man, positive in his opinion, a Washingtonian in politics, something of a traveller; for he visited Indiana among the earliest of his family, and he knew by the association of the whole war the military life and habits of the first President. He is buried at Pumpton, New Jersey, the seat of

his family. "The sight of this old standard, so much older and more storied than our newer shotriven and grimy guidons, impelled me to make some search in the library of Congress for the life of William Colfax. In this Mr Spofford, the librarian, assisted me, and although the results were meagre, they were of the highest

"First, out of Peter Force's collection of manuscripts I drew a yellow foolscap sheet, in the handwriting of 'William Colfax, commandant,' bearing the date of June 28, 1783, and containing the names of sixty five men. constituting the life-guard of the commanderin-chief. Acress the back of the report, in the handwriting of George Washington, was written:- 'Report of the body-guard of the commander-in-chief approved.'

"Then, out of Lossing's Field Book, Howe's New Jersey Historical Collections, and other documents of the war of Independence, I gathered the following data-thrice interesting now in the light of the brilliant career of his grandson-of William Colfax, the life-guards-

man of the Father of his Country.
"The Life Guard was organized on New York Island in 1776, soon after the siege of Boston. It was composed of one hundred and eighty men, and was at first commanded by Callet Gibbs of Rhode Island. There were three lieutenants, Harry P. Livingstone of New York, William Colfax of New Jersey, and Benjamin Goymes of Virginia. In 1779 William Colfax was raised to the chief command, and the number of the guard was increased to two hundred and fifty men. Colonel Nichols, of Virginia, was lieutenant under Colfax. It was Colfax whom Washington personally relied upon and preferred to hold this important place near his person, and it was through the solicitations of Captain Colfax that Washington was initiated into Freemasoury, taking his first degree at Morristown, New Jersey, while the army lay there in winter quarters. This ceremony was performed in what is known as the Morris Hotel, opposite the village green of Morristown, over what was recently the bar-

"At Morristown, Captain Colfax was par-ticularly the guardian of the safety of General Washington. The latter had his headquarstanding. It was a mile or more out of town. The General and his family occupied all the istence in the following terms:house except a couple of rooms reserved for Mr. Ford and family; in a log hut, on one side, he kept his office with his aide-de-camps Hamilton, Tilghman, and others; a log hut on the opposite side accommodated his cook. Surgeon Thatcher, in his diary, relates the bardships of that winter. The Life Guards occupied fifty rude huts in a meadow near by, and the army was encamped over a long sweep of hill-sides, two or three miles off in either direction. The near proximity of the British army obliged Captain Colfax to be constantly alert. When an alarm-gun was sounded, successive interior pickets repeated it, till the whole line of camps was aroused. If the alarm were near by, the Life Guard at once filled the house. Five marksmen were placed at each window, ready to shoot down any enemy. The staircases were guarded, and in this way the Life Guard held the General's person till the earliest regiment appeared in

"Captain Colfax used to relate in his old years, with a good deal of humor, an instance of the complacency of Washington. "One time the alarm was sounded. Confu-

sion reigned. An aide-de-camp rushed into the house, crying:-'Where's the General? Where's the General ?' "Washington coming out of his room, and

walking composedly down stairs, said: -" 'Be quiet, young man! Be quiet!'

"Before the door of this house Count Palaski used to drill his famous regiment of cavalry. Captain Colfax relates that Pulaski used to fire off his pistol, throw it into the air, catch it, hurl it at an imaginary enemy, and then, with one foot in the stirrup, bend to the ground without losing his rein, and recover

"At this place Washington rode a light bay horse, so small that the General's legs, astride him, almost touched the ground. Captain Colfax often told of one of the few instances when Washington was known to laugh heartily. It was when describing Arnold's precipitate flight from Robinson's house at West Point on the discovery of his treason. The estimate of Washington given by Colfax will not be inapplicable to Grant:

"He was reserved, and his mind appeared continually in exercise. He united sound judgment with the extremest degree of caution.

"The Life-Guardsmen continued in existence under Captain Colfax till 1783, the last year of the war, when there were but sixty-four of them beside their commandant. They were selected by quotas from each of the States, with reference to their physical, moral, and intellectual attributes.

"To imagine the leader of this famous band of picked patriots we have but to revive the strong, devoted, faithful face of Captain Colfax dressed in the uniform of his company-blue coat with white facings, white waistcoat, breeches, half-black gaiters, and cocked hat with a blue and a white feather.

"Mrs. Matthews has now in her possession the silver shoe-buckles of General Washington-part of the tokens which the chieftain gave his beloved attendant. It was while Washington's headquarters that Colfax made the acquaintance of General Schuyler and married into his family, whereby our candidate for the Vice-Presidency aids to his name that of the heroic patron of Albany. When Colfax was nominated the other day, George Schuyler sent his consinly congratula-

"Captain Colfax became General Colfax in the war of 1812. It is pleasant to recollect that the band which Washington had shaken so intimately and so trustingly, has also often caressed in his grandson the as intimate and beloved friend of Lincoln. The war of inde-

pendence and the war of freedom are represented alike in Grant and Colfax. Both are grandsons of soldiers of the revolution. Colfax shows his good extraction in his clear complexion, ruby lips, fine eyes, and the excellent Instre of his hair. Grant looks like the sturdy soldier of the line, bearing toughly up with the bayonet against the tedious fortunes of the battle. Being what they were in parentage and patriotism, who could expect to find them but where they stand-at the head of the lifeguards of the Republic? G. A. T."

#### THE LATEST LITERARY LARCENY.

Something More About "Foul Play." Readers of "Foul Play" who have been curious to know the relative proportions of the work done upon that volume by Charles Reade and Dion Boucicault, may be gratified by the developments made in the following letter, published in the Pall Mall Gazette:-

"To the Editor of the Fall Mall Gazette .-Sir:-In your impression of yesterday I observed a letter referring to the drama of Foul Play by Messrs. Reade and Boucleault, and speculating as to what would be the validity of a marriage contracted in a desert island by two of the characters, 'Helen kolleston' and 'Robert Penfold,' an English clergyman, under circumstances described in the drama. I am unable myself to give an opinion on the legal point, but perhaps by referring to precedent I may facilitate the deliberations of more competent persons.

"Owing to the very few recent discoveries of uninhabited islands in real life, I am obliged to seek my precedent in the pages of fiction. The only one I can conveniently place my hand upon is not exactly analogous in charac-ter, inasmuch as the male contracting party is a French marquis instead of an English clergyman, and the scene of the wedding a desert part of Africa, instead of a newly-discovered island; but still there is a sufficient resemblance in the circumstances attending the supposititious marriage in each case to render the French one worth quoting.

"I select the following incidents (forming part of a complicated plot) from a drama by Messrs. N. Fournier and Meyer, entitled 'Le Portefenille Rouge, produced at the Theatre Beaumarchaise for the first time on the 16th of

February, 1862:—
"A certain M. Maurice (who afterwards turns out to be the Marquis de Rochebrune) has been sentenced to the galleys for murder and robbery. He escapes from Brest in a small fishing vessel, and is picked up many miles from land in a dying condition by a frigate commanded by the Comte de Kerveguen. On board this frigate is the Count's daughter Helene, who recognizes in Maurice a gentleman who has haunted her footsteps in the Tuileries, at mass and elsewhere, and for whom, notwithstanding they have never changed a word, she has conceived a sentimental passion. The ship's doctor, who has served at Brest, identifies Maurice as an escaped convict, and the first impulse of the Count de Kerveguen is to hang him at the yard-arm, but, yielding to his daughter's entreaties, he spares his life, resolving to hand him over to the proper authorities at the first French port at which he might arrive. The vessel, however, is wrecked, and Maurice, Helene, and a comic sailor contrive to reach an uninhabited part of the coast of Africa, where they remain for six months with no other society than that of an ourang-outang. Maurice convinces Helene that he is innocent of the crimes imputed to him, and their love, conceived even before their actual acquaintance commenced, having ripened under the burning ters then in the house of Gabriel Ford, still sun of Africa, they mutually resolve to consecrate to each other the remainder of their ex-

> 'Helene-I am an erphan, Maurice! for if my father had been allve he would have sought me before this. Free, therefore, from all ties, in the presence of this sublime nature and of its ator, I swear, Maurice, to be your wife' 'Maurice-And I receive your vows my knees, swearing to consecrate my life to

you. Now come what will, etc. etc.' "Shortly after this somewhat irregular marriage ceremeny the Comte de Kerveguen, who has also been saved from a watery grave, arrives on the coast in search of his daughter, and notwithstanding Helene's remonstrances, persists in carrying her off, leaving Maurice, whose marital claims he declines to recognise, behind on the dezert scene of his wedded life.

"For a time Maurice is unheard of; but just as a certain M. de Folbert, who has kindly consented to overlook the African incidents and their result—a fine little boy—is about to lead Helene to the altar (a circumstance which shows that at all events the validity of her first marriage was questionable), Maurice again turns up, and announces his proper rank and name, convicts the would-be bridegroom of the crime for which he (Maurice) has been unjustly condemned, obtains a free pardon, and, let us hope, for it is not stated in the drama, takes the proper steps to legalize his union with Helene.

"If the quotation of this precedent fail to throw much light upon the legal question raised by your correspondent, it may serve at least to expose the cruel way in which French authors are apt to anticipate and caricature the most original ideas of our most original writers.

"I am, sir, your obedient servant, M. "June 27, 1868."

# TRUSSES.

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### RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD. THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehen, Easton, Alleutown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittaton, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.

SUMMER ABRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 2), 1888. Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Saudays excepted), as follows: cepted), as follows:

At 645 A. M.—Accommodation for Port Wash-

BERKS and AMERICAN streets, daily (Sundays excepted), as follows:

At 6'45 A. M.—Accommodation for Fort Washington.

At 7'45 A. M.—Morning Express for Bethlehem and Principal Stations on North Feenbylvania halicoad, connecting at Bethlehem with Lebigh Valley and Lebigh and Susquehanna Railroads for Easton, Allentown, Catasauqua. Sistington. Manch Chunk Weatherly, Jeacesville, Hancton. White Haven, Wilkesbarre Kingston, Pittston, and all politis in Lebigh and Mahenoy Railroad for Mahanoy tilly; and with Catasins Railroad for Mahanoy tilly; and with Catasins Railroad for Mahanoy tilly; and with Catasins Railroad for Mahanoy tilly; and the Catasins Railroad for Mahanoy tilly; and I. M. Passengers by this train can take the Lebigh Valley Train passing Bethlehem at 11'55 A. M. for Easton, and points on New Jersey Central Bailroad to New York.

At 8'45 A. M.—Accommodation for Doylestown stopping at all intermediate Stations. Prasengers for Willow Grove, Hatboro' and Hartsville, by this train take Stage at Old York Road.

At 10'10 A. M.—Accommodation for Fort Washington, stopping at all intermediate Stations.

At 10'10 A. M.—Lebigh Valley Express for Bethlehem, Allentown, Manch Chunk, White Haven, Wilkesbarre, Haz'eton, Mahanoy City, Centralia, Shensudoah, Mt. Carmel, Pittston and Scranton, and District in Mahanoy and Wyoming Coal Regious.

At 235 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 31s P.M.—Lebigh and Susquenanna Express for Bethlehem, Easton. Altentown, Mauch Chunk.

Milkesbarre, and Scranton. Passengers for Teven villa take this train to Quakertown, and for sumney-town to North Asi's.

At 4'15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 5'15 P. M.—Recommodation for Doylestown.

At 5'15 P. M.—Recommodation for Doylestown.

At 5'15 P. M.—Recommodation for Fort Washinghia at all intermediate stations.

At 11'20 P. M.—Accommodation for Fort Washinghia at all intermediate stations.

At 11'20 P. M.—Accommodation for Fort Washinghia at all inter

TRAINS ARRIVE IN PHILADELPHIA.
From Betblehem at 900 and 1105 A. M., 200 and 8 30 P. M.,
11'5 A. M. and 2'00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquenanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.
Passengers leaving Wilkesbarre at 1'5 P. M., connect at Bethiehem at 6'05 P. M., and arrive in Philadelphia at 8'30 P. M.,
From Doylestown at 8'25 A. M., 5'00 and 7'00 P. M.
From Eastadae at 7'30 A. M.,
From Fort Washington at 9'30, 10'45 A. M., and 3'1 P. M.
ON SUNDAYS.

P. M. ON SUNDAYS.

Philadelphia for Bethiehem at 920 A. M.
Philadelphia for Doylestown at 200 P. M.
Doylestown for Philadelphia at 720 A. M.
Bethlehem for Philadelphia at 420 P. M.
Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depot.
White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

depot. Did depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agont. ELLIS CLARK, Agent, Tickets sold and Baggage checked through to orth clast points, at mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA

RAILHOAD. SUMBER ARRANGEMENT,
On and after MONDAY, April 13, 1868, Trains will On and after MONDAY, April 13, 1868. Trains will leave as follows:

Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7 is A. M. 11 A.

M., 230 P. M., 418 P. M., 430 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia, from Depot on east Market street, at 515 A. M., 715 A. M., 736

A. M., 1845 A. M., 135 P. M., 440 P. M., 953 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Internediate Points at 530 P. M.

Trains leaving West Chester at 730 A. M., and teaving Philadelphia at 450 P. M., will stop at E. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 715 A. M., and going West will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is reached directly by

The Depot in Philadelphia is reached directly by the Chesnot and a Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS, ON SUNDAYS,
Leave Philadelphia at 8 00 A. M. and 2 00 P. M.
Leave West Chester at 7 4 A. M. and 5 00 P. M.
Trains leaving Philadelphia at 7 15 A. M. and 4 5e
P. M., and leaving West Chester at 7 30 A. M. and
4 50 P. M., connect at B. C. Junction with Trains on
P. & B. C. R. R., for Oxford and Intermediate points. Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Suppl. Philadelphia, April 1st, 1868.

4 102

LOR CAPE MAY VIA WEST JERSEY RAIL.

CR CAPE MAY VIA WEST JERSEY RAILROAD.—From 1001 01 MARKET Street (Upper
Perry). Commencing SATURDAY, July 18 1868,
Trains leave as follows for Cape May:

970 A. M., Cape May Express, due at 1225 (10001),
2015 P. M., Cape May Express, due at 1225 (10001),
2015 P. M., Cape May Express, due at 1275 (10001),
4 00 P. M., Sast Express due at 1205 R. M.

RETURNING LEAVE CAPE ISLAND.
6 30 A. M., Norning Mail, due at 2006 A. M.
9 00 A. M., Fast Express, due at 1206 P. M.
5 00 P. M., Cape May Express, due at 22 P. M.
Sunday & all ard Passenger train leaves Philadelphia at 715 A. M. Returning leaves Cape Island at 500 P. M., Cape May Express, due at 82 P. M.
Sunday & all ard Passenger train leaves Philadelphia at 715 A. M. Returning leaves Camed at 870 A. M., and Cape May Freight trains leave Camede daily at 920 A. M., and Cape Island at 645 A. M.
Communation Tickets between Philadelphia and Cape May, at the following rates:

a notal Ticke 8, \$100 Quarterly Tickets, \$50, for sale at the office of the Company in Cameden. N. J.
Through Tickets can be procured at No. 828 Cheenit street (under the Continental Hotel), where olders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

called for and checked at residences by the Union Transier Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vinesand, and interned ac stations, at 800 A. M. and 830 P. M.

For Cape May, 900 A. M., 315 P. M., and 4 P. M.

Woodbury Accommodation train at 500 P. M.

Bridgeton and Salem Freight Train leaves Camden daily, at 12 (1000 n.)

Commodation Checks between Philadelphia and all stations at reduced rates. Commutation Checks between Fig. Commutation Checks between Fig. Commutation Checks between Fig. Commutations at reduced rates.

WILLIAM J. SEWELL, Superintendent,

DHILADELPHIA AND BALTIMORE CEN TRAIL RAILROAD — SUMMER ARRANGES MENT.—On and after MONDAY, April 13, 1868, trains will leave the Depot. THIRTY-FIRST and CHESS-NUT Streets, West Philadelphia, as follows:—At 7:16 A. M. and 4:50 P. M., and leave Rising Sun at 5:15 A. M. and Oxford at 6 A. M., and leave Oxford at 225 P. M. A Market Train, with Passenger Cars attached, will rungen TUE-DAYS and FRIDAYS, leaving the Rising San at 1105 A. M.; Oxford, 1145 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train teaves Philadelphia at 230 P. M.; runs through to Oxford.

Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning leaves Peach Bottom to connect at Oxford with Afternoon train for Philadelphia. Train for Philadelphia.

The train leaving Philadelphia at 450 P. M. runs to Rising Sun, Maryland.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contrast be made for the same.

HENRY WOOD,
General Superintendon.

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK, Trains between Washington and New York are ow run as follows, viz.:—
FOR NEW YORK, without change of cars.
Leave daily (except Sunday) at 7:45 A. al., 12:30 and

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7-45 and 12-15 P. M., and 4-50 and 7 P. M.,

ON SUNDAY,

Leave for New York and Philadelphia at 7 P. M. SLEEPING CARS for New York on 7 P. M. train daily.
Trough Tickets to Philadelphia, New York, or
Boston can be had at the Sixton Office at all hours
in the day, as well as at the new office is the Bankers'
and Brokers' Telegraph Line, No. 34s Pennsylvania
avenue, between Sixth and Seventh streets.
See Batemore and Ohio Railrowd advertisement
and schedule between Washington, Baitimore, Annapolis, and the West.

I. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2251] GEO F. KOONTZ, Arent, Washington.

PATT FREIGHT LINE, VIA NORTH PENNSYLVANIA RailROAD to Wikesterre. Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its

brancties.

By new arrangements, perfected this day, this road is mabled to give increased despatch to merchandise consigned to the above named points.

Goods delivered at the Through Freight Depot, g. E. corner of FRONT and NOuLE Streets.

Before & P. M., will reach Wilkesbarre, Mount Carmel, Mabenoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day.

[7 3] ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESBUT Street, forwards Parcel-Packages, Merchandese, Sank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and JOHN BINGHAM, Superintendent.

### RAILROAD LINES.

READING BAILROAD.-GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkili, Snoquebanna, Cumberland, and Wyoming Valleys, the North, Northwest and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 4, 1885, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following bourn:—

NORNING ACCOMMODATIONS,—A1 730 A. M., for Reading and all intermediate stations, and Allentown.

for Reading and all intermediate stations, and Altentown.

Returning, leaves Reading at 630 P. M., arriving in rhindeiphia at 910 P. M.

MORNING EXPRESS.—At 818 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Farmaqua, Sunbury, Williamsport, Elmira Rochester, Niagara Falia, Buffalo, Wilkeebnere, Pittston, York, Carlisle, Chan, bersburg, Hagerstown, etc.

The 730 train connects at Reading with the East Pennsylvania Raliroad traits for Allendown, etc., and the 818 A. M. connects with the Lebanon Valley train for Harrisburg etc. at Port Clinton with Calawissa Raliroad trains for Williamsport, Lock Haveu, Emira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northemberland, Williamsport, York, Chambersburg Pinestrove, etc.

AFTERNOON EXPRESS.—Leaves Phitadelphia at 330 P. M. for Reading, Pottsville Harrisburg, etc., connecting with Reading and Columbia Raliroad trains for Columbia, etc.

PUTTSTOWN ACCOMMODATION,—Leaves Pottslown at 648 A. M., stopping at intermediate stations arrives in Philadelphia at 430 P. M., arrives in Pottstown at 638 P. M.

BEADING ACCOMMODATION—Leaves Reading P. M.

BEADING ACCOMMODATION—Leaves Reading

M. FADING ACCOMMODATION-Langer Reading

Prading accommodation—Leaves Reading at 730 A. M., Stopping at all way stations; arrives in Philadelphia at 10 15 A. M., Seturning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8:00 P. M. Trains for Philadelphia 12ave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 6:15 P. M. atternoon trains leave Harrisburg at 10:05 P. M. at d Pottsville at 2:46 P. M.; arriving at 10:16 P. M. at d Pottsville at 2:46 P. M.; arriving at 10:16 P. M. at d Pottsville at 2:46 P. M. connecting at 10:16 M. and Harrisburg at 2:16 P. M. Connecting at Reading with Alternoon Accommodation south at 2:50 P. M., arriving in Philadelphia at 1:10 P. M. Blarke train, with a Passenger car attached, leaves Philadelphia at 12:45 toon for Pottsville and at 1 Way Stations; leaves Pottsville at 7:A. M. for Philadelphia at 12:45 toon for Pottsville and at 1 Way Stations; leaves Pottsville at 7:A. M. for Philadelphia at 12:45 toon for Pottsville and at 1 way Stations.

All the above trains for daily, Sundays excepted. Sunday trains leave 20thsville at 8:00 A. M., and Philadelphia at 3:15 P. M.; leave Philadelphia for Reading at 4:05 P. M.; CHESTER VALLEY RAULROAD-Passengers.

CHESTER VALLEY RAILROAD, Passengers for Downingtown and intermediate points take the 7-30 A. M., 1245 and the P. M. trains from Points operating from Downingtown at 6-36 A. M., 1'00, phila resuming from Downingtown at 656 A. M., 190, and 545 P. M.

FERKIOMEN RAILBOAD,—Passengers for Collegeville take 750 A. M., and the P. M. trains from Philadelphia, returning from Collegeville at 754 A. M., and 139 P. M. Stage lines for various points in Perkinmen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTS BURGS AND THE WEST,—Leaves New York at 9 A. M., 500 and 500 P. M., and connect at Harrisburg with Pennsylvania and Northern tentral Railrad Express Trains to P. M., and connect at Harrisburg with Pennsylvania and M., and connect at Harraburg with Pennsylvania and Northern Central Railroad Express Trains for Pitta-burg, Chicago, William port, Eindra Baltimore, etc. Returning, Express Train leaves Harrisburg on arrival of Penns, Ivania Express from Pi biburg, at 3 and 5.25 A. M., 835 P. M. passing Reading at 449 and 706 A. M., and 1.40 P. M., arriving at New York, 10:10 and 11.45 A. M., a.d.5.00 P. M. Sleeping Cars accom-

panying these trains through between Jersey City and Pitisburg, without change.

Mail train to New York leaves Harrisburg at 816

A. M. and 205 P. M. Mail train for Harrisburg leaves S. M. and 200 F. M. Mail train for Harrisoning leaves
New York at 12 Noon.
S. HUYLKILL VALLEY RAILROAD - Frains
eave Postsville at 830 11°8 A. M. and 710 F. M., reprojng from Tamaqua at 735 A. M. and 150 and 130
f. M.
SCHUYLKILL AND SUSQUEHANNA RAIL

OAL. Trains leave Anburn at 755 A. M. for Pine rove and Harrisburg, and at 1745 P. M. for Pine-trove and Tremont; retarning from Harrisburg at 75 P. M., and from Tremont at 750 A. M., and 525 M. TICKETS.—Through first-class tickets and emi-rant tickets to all the principal points in the North exist occasion to air the principal points in the Sorth and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, sresold by Moraling Accommodation, Market Frain, Reading and Pottstown; Accommodation Trains, at reduced

Fares.

Excursion Tickets to Philadelphia, good for day only, are told at lie-ading and Intermediate stations by Reading and Pottstown Accommission Trains at educedrates.
The to lowing tickets are obtainable only at the filter of S. Brauford, Treasurer, No. 287 S. Fourth treet, Philadelphia, or G. A. Nicholls, General Super-

tribute, Reading of C. A. Scholls, departure, Super-orthogent, Reading of C. A. Scholls, described, Reading of Commutation Ticket at 25 per cont. discribute, he-wern any points desired, for families and firms. At lieunge Tickets, good for 1800 mi etc. between al points, at 1825e each, for tamilies and tirms. Scasos Tickets, for three, six, nice, or twelve mouths, for holders only, to all points at reduced rates. rates.
Clerifymen residing on the flue of the read will be rorp shed with cards, entitling themselves and wives to tickets at hal fare.

Exturion linkes from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced are, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Fithight.—Goods of all descriptions forwarded to all the above padus from the Company's New Freight Depot, Bread and Willow streets.

Freight Trains leave Philadelphia daily at 5'80 A.

M. 12'45 noon, and 6 P. M. for Reading, Leonidge.

Harrisonrg, Pottsville, Port Clinton, and all points hals cose at the Philadelphia Post Office for all objects on the read and his branches at 5 A.M., and for the principal stations only at 2 h P. M. BAGGAGE.—Bungan's Express will collect Baggage for all trains leaving Thiladelphia Depot. Of ders can be left at No. 25 s. Fourth street, or at the least of the latest of the la Depot, Thirteenth and Callowhill streets, DENESYLVANIA CENTRAL RAILROAD.

DEMISYLVANIA CENTRAL RAILEOAD, COMMERCE THE TAKING EFFECT MAY II, 1868. The trains of the Penasylvania Contral Railead leave the Lepot, at The RTY-elect for May II, 1868. The trains of the Penasylvania Contral Market Streets, which is reached directly by the Market Street oars the last car connecting with each train leaving Front and Market Streets thirly infinites before its departure. The Cae and and Walbut streets cars run within one bequate of the Decot.

On Sundays—The Harket Street cars leave Front and Market streets thirly-five minutes before the departure of each train. See plus Car Tickets can be had on application at the Ticket office N. W. corner Nimb and Chesnut alrees, and at the depot.

Agents of the Union Transfer Company will call for and deliver beggage at the depot. Orders left at No. 90 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

TRAINS LEAVE DEPOT, VIZ:-

TRAINS ARRIVE AT DEPOT, VIZ:
Cincliniati Express 7:35 A. M.

Philiedeli his Express 7:10 A. M.

Psoli Accommodation No. 1 820 A. M.

Psoli Accommodation No. 1 9:04 A. M.

Parkesburg Title 9:10 A. M.

Parkesburg Title 9:05 A. M.

Lancaster Trail 1230 P. M.

Lancaster Trail 5. 1230 P. M. Paull Acc n modation, Nos. 2 and 3.5 mand 7 to P

General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9 05, 1c, 11, 12 A, M., 1, 2, 34, 434, 5, 534, 6 10, 7 8 9, 10, 11, 12 P, M.

Leave German tewn 6, 7, 28, 8, 820, 9, 10, 11, 12 A, M., 1, 2, 3 4, 434, 6, 656, 7, 8, 9, 1c, 11 P, M.

The 8 2- Hown Trails, and 30, and 634 Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 93, A, M. 2, 7, 103, P, M.

Leave Germantown 83, A, M. 1, 6, 94, P, M.

Leave Philadelphia 93, A, M. 2, 7, 103, P, M.

Leave Chestnut Hill 714, 8, 940, and 1110 A, M., 140, 340, 546, 840, 840 and 10 40 P, M.

Leave Philadelphia 53, A, M. 2 and 7 P, M.

Leave Philadelphia 53, A, M. 2 and 7 P, M.

Leave Chestnut Hill 776, A, M. 2 and 7 P, M.

Leave Chestnut Hill 7760 A, M. 12 4c, 540 and 925 P, M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 5, 2, M. 2 and 7. 3.

Leave Philadelphia 6, 75., 9, and 11 65 A. M. 124. 5, 40 and 925

P. M. FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 75., 9, and 11 65 A. M. 12, 8,
45., 85., 64., and and 115. P. M.
Leave Norristown 540. 7, 7 50. 9, and 11 A. M., 12, 8,
65., 65., and 65. P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 230 and 7 to P. M.
Leave Norristown 7 A. M., 530 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 75., 9 and 1165 A. ., 15., 3,
45., 55., 62., 80., and 115. F. M.

Leave Manayunk 610, 75., 820, 95., and 115. A. M.,
2, 35., 56., and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 25 and 75. P. M.

Leave Manayunk 75. A. M., 6 and 95. P. M.

Leave Manayunk 75. A. M., 6 and 95. P. M.

W. S. WILSON General Superimendent,
Depot, NINTH and GREEN Streets.

GET THE BEST-THE HOLY BIBLE-HARD ing's Editions—Family, Pulpit and Pocket Rible in beautiful styles of Turkey Morocco and autique blodings. A new edition, arranged for photographic pertraits of families.

WM. W. HARDING, Publisher, 180, 32 CHEBRUT Bross below Fourth

RAILRO, D LINES.

At 8 A. M., via Camden and Jersey City Ex At 2 P. M., via Camden and Amboy Express., 5. At 8:30 P. M., via Camden and Jersey City Ex-At 5 P. M., for Amboy and intermediate stations, At 5 30 and 8 A. M., 2 and 3 30 P. M., for Freehold. At 3 and 10 A. M., 2 and and P. M., for Freehold. At 5 30, 8, and 10 A. M., 1, 2, 3 230, 420, 6 and 1 20 P. M. for Bordentown, Burlington, Beverly, and Delanco.

At 5 30 and 10 A. M., 1, 2, 3, 30, 420, 6 and 1 30 P. M., for Florence.

At 5:30 and 10 A. M., 1, 2, 130, 0, and 11:30 P. M. for Figewater, Riverside, Elverton, and Palmyra, 2 P. M. for Riverton and 5:30 P. M. for Palmyra, At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Fish House.
The 1 and 1120 P. M. Lines leave from Market.

The 1 and 1120 P. M. Lines leave from Market Street Ferry upper side.

At 11 A. M., via Kousington and Jerney City, New York Express Line Fare \$1.

At 7 and 11 A. M., 230, 330, and 5 P. M. for 7 renton and Bristol. And at 10 13 A. M. for Bristol.

Av 7 and 11 A. M., 230, and 5 P. M. for Morrisville and Tuilviewp. ad Tullytown. Al 7 and 1915 A. M., 270, and 5 P. M. for Schenoss At 7 and louis A. M., 230, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesturg Tacony, Wischnoming Bridesburg and Frankford, and at 8 F. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,

At 920 A. M., 1 30, 6 30, and 12 P. M. New York Ex-press Lines, viz Jersey City, Fare \$325, At 1 A. M., Engly and Line, Fare, \$2. The 927 A. M., and \$30 P. M. Lines will run daily. All others, Sundays excepted.

At 920 A. M., 120, 6 80, and 12 P. M. for Trenton.

At 920 A. M., 6 30 and 12 P. M. for B istol.

At 12 P. M. (Night). for Morri vide. Tullytown,

Schenek's, Eddington. Cornwells, Torrisdale, Hotmes
burg, Tweeny, Wisshooming, Bridesburg, and Franklord.

For lines leaving Kensington Depot take the cars on Third or Fidin aircets at the antistreet, so intraces before detartine. The antison historiet to West Philadelph a Depot; Chesant and Walbut within one square. On Sundays the Market street cars will run to connect with the 9-39 A. M. and 6-39 P. M. lines.

BELVIDERE DELAWA -E BAILROAD LINES. BELVIDERE DELAWA TE BAILBOAD LINES.
From Kenstugton Deboa.
At 750 A. M. for Nisgara Fails, Buffalo, Dunkirk,
Elmira, Ithaca, Oweso, Rochester, Binfhamtoo, Oswego, Syracuse, Great Bend, Moutrose, Wilkesbarre,
Schoeley's Mountain etc.
At 760 A. M. and 350 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Esston, Lambertville,
Flemington, etc. The 230 P. M. Line connects direct
with the Train teaving Easton for Mauch Chunk,
Allentown, Bethlehere, etc.
At 5 P. M. for Lambertville and Intermediate Sia-At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upder side.)
At S.A. M., 1,4, and 615 P. M., for Merchantsville,
Moorestown Hartford, Masonville, Hains-ort, Mount
Holly, Smithville, Rwardville, Vincentown, Birmirgiam, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

Imlaystown, Sharon, and Highistown,

Elity pounds of bags age only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage wer filty pounds to be paid for extra. The Comrany limit their seponsibility for baggage to one dollar per peand, and will not be liable for any an ount beyond \$100, except by special contract.

Tickets and had baggage enecked direct through to Poscor, Wortester, Springredi, Hartford, New Haven, Providence, Newport, Albaby, Troy, Saratoga, Ullea, and Suspension Bridge, and Suspension Bridge.

An e-fillional Ticket Office is located at No. 825 Chesnot street, where Tickets to New York and all important points North and East may be procured. Persons purchasing lickers at this Office can have their bagging checked from residence or botel to destination by Union Transfer Engage Express.

LINES EROM NEW YORK FOL PHILLADELPHIA.

(INES FROM NEW YORK FOL PHILADELPHIA, Whi leave fr. m foot of Courtland street at 7 A. M., 1 r. md 4 P. M., and 12 night via Jer-ey City and Camber, 8 t. 25 P. M. via Jerrey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West From Pier No. 1 North River at 5'80 A. M. Accommodation, and 2 P. M. Express, via Amboy and Cau den, 6182 WILMAM H. GATZMER, 6182 Agent.

TIMORE RAILROAD.

TIME TABLE.

COMMENCING MONDAY, April 13, 1868. Trains will leave Deput corner of EROAD Street and WASH-INCTON Avenue as follows:

Way-Mail Train at 8 30 a. M. (Sundays excepted) for Britinger, stopping at all Regular Stations, conacting with Delaware Railroad at Wilmington for Crisseld and Intermediate Stations.

Express Train at 1900 M. (Sundays excepted) for Express Train at 1900 M. (Sundays excepted) for CHILADELPHIA, WILMINGTON AND BAL Crisseld and Intermediate Stations.

Expect Train at 1200 M. (Standays excepted) for Battmore and Washington, Stapping at Wimington, Perryville, and Ravre-de-Grace. Connects at Wilmington with train for New Casilos.

Express Train at 230 P. M. (Standays excepted) for Baltimore and Washington, Scopping at Chester, Physics Labourg Eleton. Novthesst Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnoita Chases and Stammer's Run.

Night Express at 1200 P. M. (Daily) for Baltimore and Washington, Stopping at Perryville and Havre-de-Grace Connects at Wimington (Saturdays excepted) with Delaware Railroad Line, Stopping at New Casile, Middletown, Clayton, Dover, Harrington, Seaford, Salusbory, Princess Anne, and connecting at Crasteld with Boat for Fortrees Monroe, Norfolk, Portsmouth, and the South.

Essengers for Fortrees Monroe and Norfolk via Baltimore will take into 1200 M. Train. Via Cristical will take the Hard.

Stopping at all stations between Fhiladelphia and Wilmington.

Leav. Philadelphia at 1100 A. M., 230, 500, 700.

Stoping at all stations between reliable and an Wittengton.

Leav Philadeiphia at 1100 A. M., 230, 500, 700, and 11 5(001), P. M. The 500 P. M. Train connects with Delaware Raincad for Harrington and intermediate stations.

Leave Winnington 700 and 810 A. M. (dally), P30 (15 and 720 (dally) P. M. The 515 A. M. Train will not stop between Chesics and Philadeiphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baitimore 725 A. M., Way-Mail; 940 A. M., Krpress; 225 P. M., Express; 635 P. M., Express; 856 P. M., Ixpress.

Express: 2.25 P. M., Express: 6.35 P. M., Express: 8.56 P. M., Express:

SHORTEST ROUTE TO THE SEA-SHORE: CAMDEN AND ATLANTIC RAILROAD, FIVE TRAINS DAILY TO ATLANTIC CITY.

Express (through in 'wo hours) 200 P. M. Atlantic Accommodation 413 P. M. Beturning, leave A lande ...5·18 P. M. Special Excursion..... Mail
Frieight with passenger car
Express (through in two hours)
Accommodation Returning, leaves Arco..... Sunday Mail Train to Atlautic, Leaves Vine street......Leaves Atlantic.....

Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are issued, \$3.

The Philadelphia Legal Express Company, No. 625
CHESNU: Street, whit call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional vicket offices have been located at No. 625 the ESNU: street. Additional ticket offices have been located at No e25 OHESNUT Street.

7 3 if

D. H. MUNDY. Agent. DHILADELPHIA AND ERIE BAILROAD .-

SUMMER TIME TABLE. SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.

FIEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, May 11, 1821, the trains on the Philadelphia and Eric Railroad will run as follows:—

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 MARTIN BROTHESS, AUCTIONEERS,—
No. 529 CH RENUT St., rear entrance from Minor.

HANDSOME WALNUT HOUSEHOLD FURNITURE, FINE BRUSS SLS AND INGRAIN CARPETS, CHINA AND GLASSWARE, Etc. July 22d, at 10 o'clock, at No. 21d North Second street above roplar street by Catalogue the entire bands me walput household furniture, parlor suit, extension table, handsome Brussess and other carpets, Chips and glassware, refrigerator, kitchen utensils, etc. utenalls, etc.
FIXTURES AND STOCK OF AN ICE CREAM
SALOON.
Also, two wa'nut show-can s, marble top tables, oak
canc seat chairs, glass jars, ice-cream freezers moulds,
stock of fine confections, etc. [7 20 21

C D. McCLFES & CO. (SUCCESSORS TO McCleband & Co.), Anctioneers, No. 806 MAR-Hetjemand & Comment of Women's, Misses, and Children's Wars.

THOMAS FIRCH & SON, AUCTIONEERS
OBESING STREET, rear entrance No. 1107 Sensom st.

L IPPINCOTT, SON & CO., AUCTIONNERS. BUNTING, DURBOROW & CO., AUCTIONS
DET OF Bank street. Successors to John B. Myers & Co.,

### STOVES, RANGES, ETC.

NOTICE.-THE UNDERSIGNED NEW GOLDEN EAGLE FURNACE. This is an entirely new heater. It is so constructed as to at once commend their to general favor, being a combination of wrought and cast iron. It is being a combination of wrought and cast tyon. It is very simple in its construction, and is perfectly airself property of the construction and is perfectly airself property of the construction and is perfectly airself property of the cast construction and is perfectly airself property of the cast construction and construction of the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only flot air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating apparatus would do well to call and examine the Golden Eagle, CHARLES WILLIAMS.

Nos. 1182 and 1184 MARKET Street, Philadelphia.

Philadelphia.
A large assortment of Cooking Ranges, Fire-board toyes, Low Down Grates, Vendlators, etc., always N. B.-Jobbing of all kinds promptly done. 5 102 THOMPSON'S LONDON KITCHENER,

THOMPSON'S LONDON KITCHENER,
OR EUROPEAN HANGE, for Families,
Horels, or Public Institutions, in TWENTY
DIFFERENT SIZES. Also, Pulladelphia
Ranges, Hot Air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Bollers, Stewbole Plates, Bollers, Cocking Stoves, etc., wholesale and retail, by the manufacturers
SHARPE & THOMSON,
127 stu th 6m No. 286 N. SECOND Street.

### RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD. O Trains between WASHINGTON AND BALTI-MORE, and WASHINGTON AND THE WEST are

Leave daily, except Sunday, at 700, 745, and 1230 P.

M., and 200, and 430 and 840 P. M.,

BOR ALL WAY STATIONS.

Leave daily, except Sunday, at 700 A. M., and 200 FOR WAY STATION SOUTH OF ANNAPOLIS

Leave at 615 and 700 A. M., and 270

P, M.

Leave at 6 15 and 7 60 A. M., and at 2 00 and 4 35 P. M.

FOR ANNAPOLIS.
Leave at 7 00 A. M. and 4 30 P. M. No trains to or from Annapolis on Sunday.
ON SUNDAY.
FOR BALVIMORE.
Leave at 7 45 A. M., and 4 30 and 8 45 P. M.
Leave at 7 45 A. M., and 4 30 and 8 45 P. M.
Leave at 7 45 A. M., and 4 30 and 8 45 P. M.
FOR ALL PARTS OF THE WEST.
Leave daily, except saturday and Sunday, at 7 46 A.
M., 4 30 and 8 45 P. M.
On Saturday at 7 45 A. M. and 2 30 P. M.
On Saturday at 7 45 A. M. and 2 30 P. M.
Through Tickets to the West can be had at the Washington Station with trains from Baitimore to Wheeling. Parkersburg, etc.
Through Tickets to the West can be had at the day, as well as at the new office of the Bankers' and Brokers' Teleg appl. Line, No. 348 Pennayivania avenue, between Sixth and Seventh streets.
For New York, Palladeiphia, and Boston, see advertisement of "Through Line."

For New York, Pallaciphia, and Boston, see advertisement of "Through Line."

J. L. Will.50N, Master of Transportation,
L. M. COLE, General Ticket Agent,
2 25†] GEORGE S. KOONTZ, Agent, Washington.

PREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Katiroads from Wainut street wharf.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidero Railroads, forwarded at 22 P. M.

For New York, at 12, 2%, and 5 P. M.
Freight received from 7 A. M. to 6 P. M.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in everyinstance be sent with each local of goeds.

WALTER FREEMAN, Agent,
No. 228 S. Delaware Avenue,
Phitadelphia.

INTERNAL REVENUE. PRINCIPAL DEPOT

FOR THE BALE OF

United States Revenue Stamps,

MO. 204 CHEANUT STREET.

CENTRAL DEPOT,

EG. 108 SOUTH FIFTH STREET,

(One door below Chesnut street),

ESTABLISHED 1862.

Our stock comprises all the denominations printed by the Government. ALL ORDERS FILLED ANE FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RE-EIPT, a matter of great importance.

The Commission is payable in stamps. All orders, etc., should be addressed to

STAMP AGENCY.

NO. 364 CHENNUT STREET, PHILADELPHIA.

Orders received for Stamped Checks, Drafts, Re-celpts, Bill Heads, etc., and the best rates of commis-sion allowed. We have constantly on hand

UNITED STATES POSTAGE STAMPS OF ALL KINDS, AND STAMPED ENVELOPES.